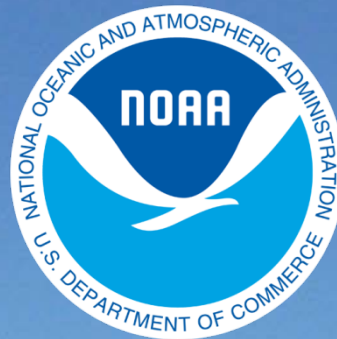


BookletChart™

New Haven Harbor

NOAA Chart 12371

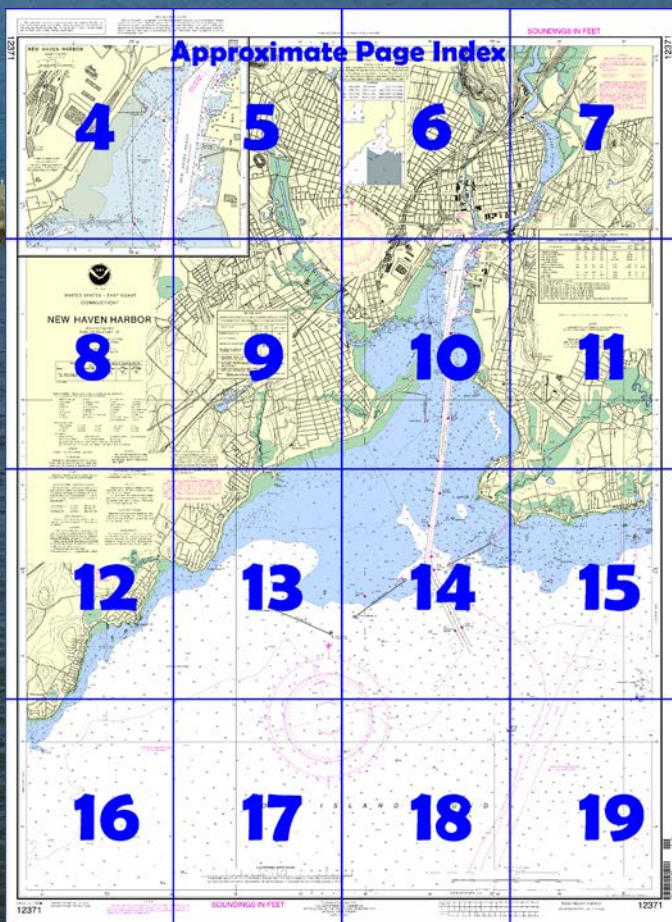


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

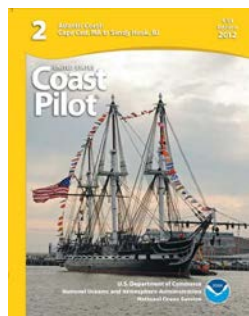
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12371>



(Selected Excerpts from Coast Pilot)

New Haven Harbor, an important harbor of refuge, is about 68 miles from New York, 179 miles from Boston via Cape Cod Canal, and 171 miles from Nantucket Shoals Lighted Horn Buoy N (LNB). It comprises all the tidewater northward of the breakwaters constructed across the mouth of the bay, including the navigable portions of the West, Mill, and Quinnipiac Rivers. It is about 2 miles wide. The inner harbor, northward of Sandy

Point and Fort Hale, is shallow for the most part, except where the depths have been increased by dredging. The main entrance channel, between Middle Breakwater and the East Breakwater, leads northward to Tomlinson Bridge at New Haven. Anchorage basins for medium draft

vessels are on the west side of the channel north of Sandy Point.

Waterborne commerce in the harbor consists of petroleum products, scrap metal, lumber, automobiles, gypsum, paper and pulp products, steel products, chemicals, rock salt, and general cargo.

West River, on the west side of the main channel about 3 miles above Southwest Ledge Light, has a dredged channel marked by buoys to just above the first highway bridge (Kimberly Avenue Bridge), about 1.2 miles above the channel entrance. In April 1996-February 1997, the midchannel controlling depth was 10 feet from the channel entrance to Buoy 18, thence in February 1997, 5 feet at midchannel to just above the first highway bridge, the head of navigation.

Mill River, on the west side of **Fair Haven** about 4 miles above Southwest Ledge Light, is entered from the main channel through a dredged entrance channel that branches into an east and west fork to the Grand Avenue Bridge, 0.6 mile above the mouth. In June 1982, the controlling depths were 6½ feet (11 feet at midchannel) to the Chapel Street Bridge about 0.25 mile above the entrance, thence 9 feet through the east bridge opening and 3½ feet through the west opening, thence 6½ feet to the junction with the east and west forks, thence 9½ feet at midchannel for about 250 yards in the east fork, thence in 1980, 1 foot at midchannel to the head of the channel, and in 1980-June 1982, 5½ feet at midchannel for about 225 yards in the west fork, thence in 1980, 1½ feet at midchannel to the head of the channel.

Quinnipiac River, on the east side of Fair Haven about 4 miles above Southwest Ledge Light, has a dredged channel to Grand Avenue Bridge, about 1 mile above the mouth. In November-December 1993, the controlling depth was 15 feet at midchannel to the Ferry Street Bridge about 0.5 mile above the mouth, thence 12 feet at midchannel to the Grand Avenue Bridge except for shoaling along the edges.

Inside West Breakwater and the southwest part of Middle Breakwater, anchorage is available for vessels up to a 19-foot draft. Caution should be exercised to avoid the fish stakes in this area.

Vessels may anchor northward of Southwest Ledge Light in depths of 18 to 20 feet, soft bottom in places. Care should be taken to avoid the ledges northward of the East Breakwater. Deep-draft vessels awaiting berthing assignments can anchor about 1 mile southward of the sea buoy; holding ground is excellent.

Vessels may anchor northward of Southwest Ledge Light in depths of 18 to 20 feet, soft bottom in places. Care should be taken to avoid the ledges northward of the East Breakwater. Deep-draft vessels awaiting berthing assignments can anchor about 1 mile southward of the sea buoy; holding ground is excellent.

Dangers.—Townshend Ledge, 2.7 miles southeast of Southwest Ledge Light, has a least depth of 18 feet and is marked by a lighted bell buoy. Tomlinson Bridge, at the head of the main harbor at the confluence of Mill and Quinnipiac Rivers, has a vertical lift span with a clearance of 13 feet down and 61 feet up. Just above this bridge is a fixed highway bridge with a clearance of 60 feet. The bridgetender of the Tomlinson Bridge monitors VHF-FM channel 13; call sign KXJ-688. An overhead power cable with a clearance of 91 feet crosses the channel just above the fixed highway bridge.


In the entrance between the breakwaters, the tidal current has a velocity on flood of 1.4 knots, and ebb 0.9 knot. The flood sets 319° and the ebb 152°. In the draw of Tomlinson Bridge, the velocity is 0.4 knot. The flood sets 015° and the ebb 215°. Ebb velocities are increased by freshets. (Consult the Tidal Current Tables for predicted times and velocities of currents.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

Table of Selected Chart Notes

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Mercator Projection
Scale 1:20,000 at Lat 41°15'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.348" northward and 1.631" eastward to agree with this chart.

NOTE B

Uncharted Fort Hale Channel buoys are positioned by the U.S. Coast Guard to mark the best water.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New London, CT	KHB-47	162.550 MHz
Meriden, CT	WXJ-42	162.400 MHz
Riverhead, NY	WXM-80	162.475 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WEST RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO FEB 2008

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
ENTRANCE TO BUOY 12	A9.7	75 MID-WIDTH	2-08
THENCE TO BUOY 18	8.1	75 MID-WIDTH	2-08
THENCE TO 550 YARDS UPSTREAM TO END OF PROJECT	5.7	75 MID-WIDTH	2-08
ANCHORAGE CENTERED IN 41°16'37.8"N, 072°56'04.4"W	B4.5	--	2-08

A. SUBMERGED WRECK LOCATED AT 41°16'53.4"N, 072°55'36.9"W, WITH A MINIMUM DEPTH OF 5 FEET.

B. EXCEPT FOR SHOALING TO 3.7 FEET WITHIN 25 FEET OF SOUTH ANCHORAGE LIMIT.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE INFORMATION.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

TIDAL INFORMATION

PLACE NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
New Haven (41°17'N/72°55'W)	6.7	6.4	0.2

Dashes (--) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jul 2012)

NEW HAVEN HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2008
AND SURVEYS TO MAR 2008

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUTICAL MILES)
ENTRANCE CHANNEL	32.3	36.1	35.6	34.8	3-08	500	1.1
LIGHTHOUSE POINT REACH	31.3	35.0	35.5	31.4	3-08	400-500	2.9
NEW HAVEN REACH	30.1	32.9	31.6	30.6	3-08	800-500	1.0
EAST HAVEN REACH	15.8	17.6	16.7	14.9	10-00, 3-08	500-100	0.1
QUINNIPAC RIVER							
FERRY ST. BRIDGE REACH	14.2	16.1	16.3	11.7	10-00	200	0.6
GRAND AVE. BRIDGE REACH	10.9	11.5	10.1	10.8	10-00	200	0.5
MILL RIVER							
ENTRANCE CHANNEL	8.1	A 6.5	B 9.9	7.1	10-00	200	0.3
EAST FORK	C 6.2	C 6.1	D 6.1	E 7.9	10-00	100	0.2
WEST FORK	2.8	5.3	4.9	4.9	10-00	125	0.3

A. EXCEPT SHOALING TO 5.5 FEET WITHIN 25 FEET OF CHAPEL ST. BRIDGE FENDER.

B. EXCEPT SHOALING TO 9.2 FEET WITHIN 10 FEET OF CHAPEL ST. BRIDGE FENDER.

C. EXCEPT SHOALING TO 2.2 FEET IN LAST 430 FEET OF REACH.

D. EXCEPT SHOALING TO 0.6 FEET IN LAST 430 FEET OF REACH.

E. EXCEPT SHOALING TO 0.5 FEET IN LAST 430 FEET OF REACH.

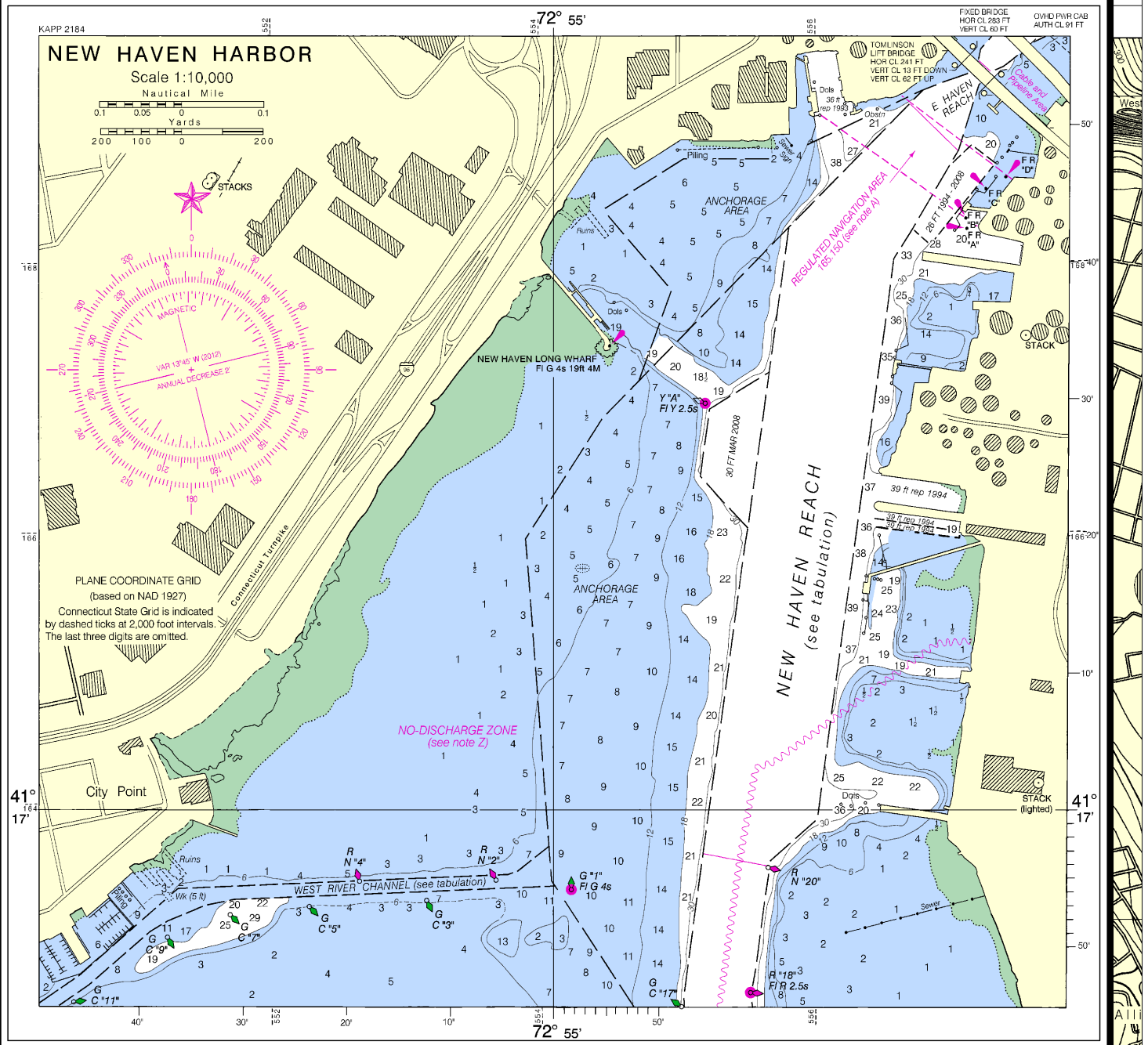
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

12371

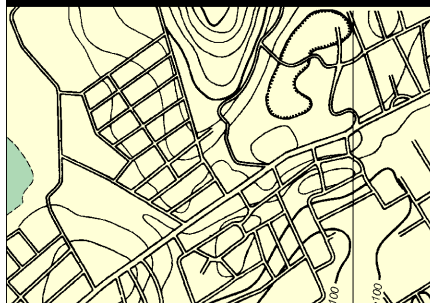
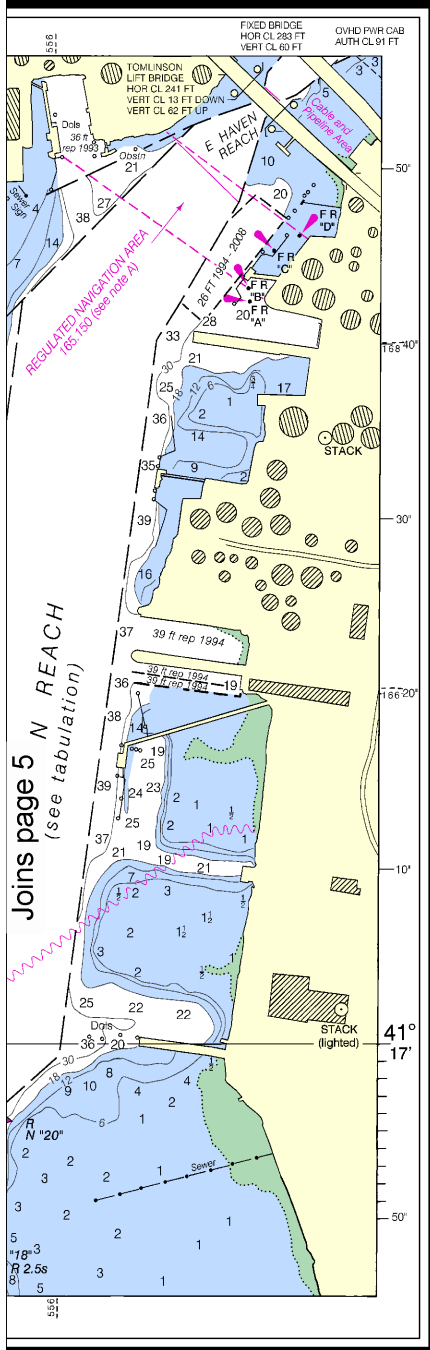
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdna.nod.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

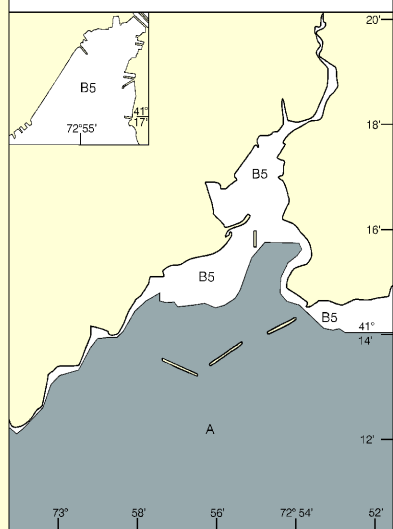


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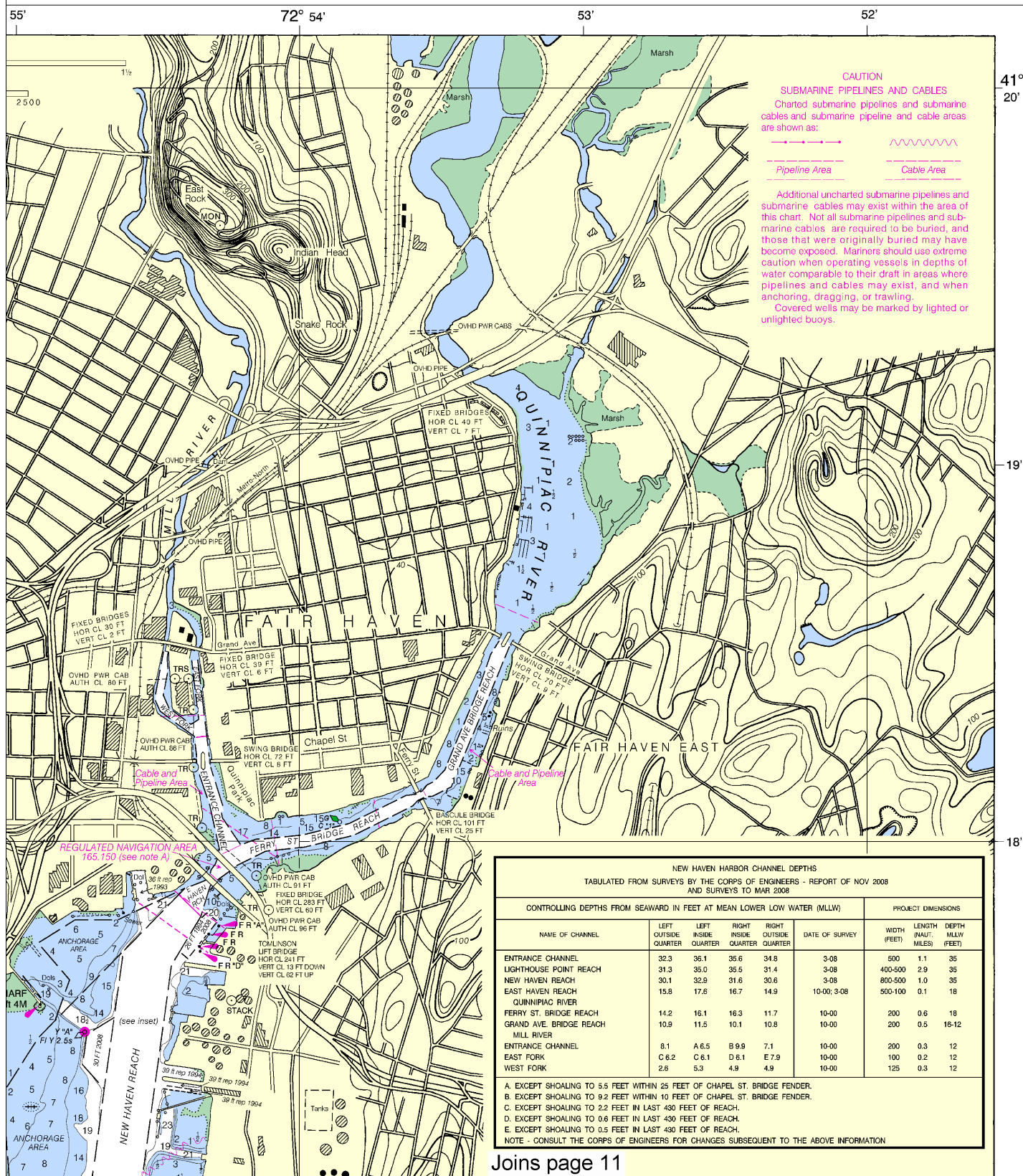
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE			
A	1990-2000	NOS Surveys	full bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



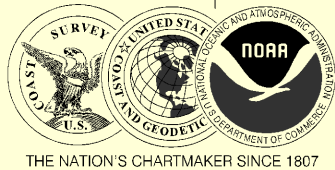
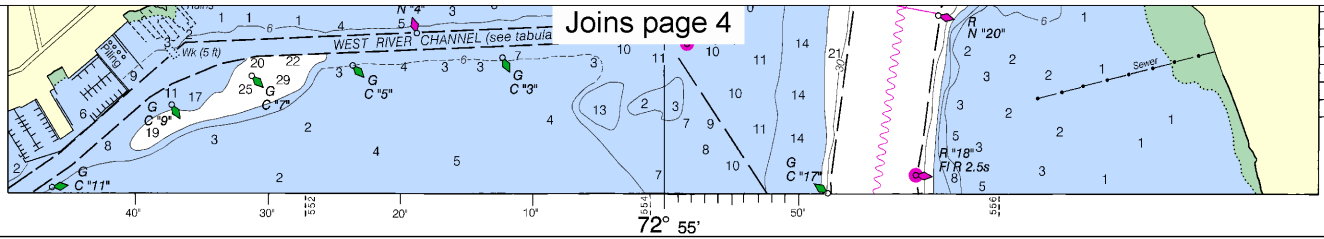
SOUNDINGS IN FEET

12371



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This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4912 12/8/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



UNITED STATES - EAST COAST
CONNECTICUT

NEW HAVEN HARBOR

Mercator Projection
Scale 1:20,000 at Lat 41°15'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
New Haven	(41°17'N/72°55'W)	6.7	6.4	0.2

Dashes (--) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jul 2012)

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mtr marker	Ra Ref radar reflector	WHIS whistle
		Rn Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M muc	S sand	st sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New London, CT	KHB-47	162.550 MHz
Meriden, CT	WXJ-42	162.400 MHz
Riverhead, NY	WXM-80	162.475 MHz

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Joins page 12

WEST RIVER CHANNEL	
TABULATED FROM SURVEYS BY THE CORPS	
CONTROLLING DEPTHS FROM SEAWARD IN (MLLW)	
NAME OF CHANNEL	DEPTH
ENTRANCE TO BUOY 12	10
THENCE TO BUOY 18	10
THENCE TO 550 YARDS UPSTREAM TO END OF PROJECT	10
ANCHORAGE CENTERED IN 41°16'37.8"N, 072°56'04.4"W	10
A. SUBMERGED WRECK LOCATED AT 41°16'37.8"N, 072°56'04.4"W	10
MINIMUM DEPTH OF 5 FEET.	10
B. EXCEPT FOR SHOALING TO 3.7 FEET WITH LIMIT.	10
NOTE - CONSULT THE CORPS OF ENGINEERS SUBSEQUENT TO THE ABOVE INFO	

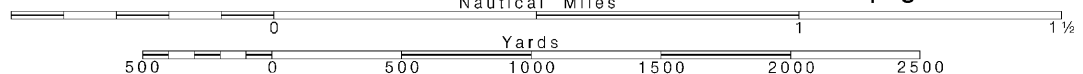
HORIZONTAL DATUM

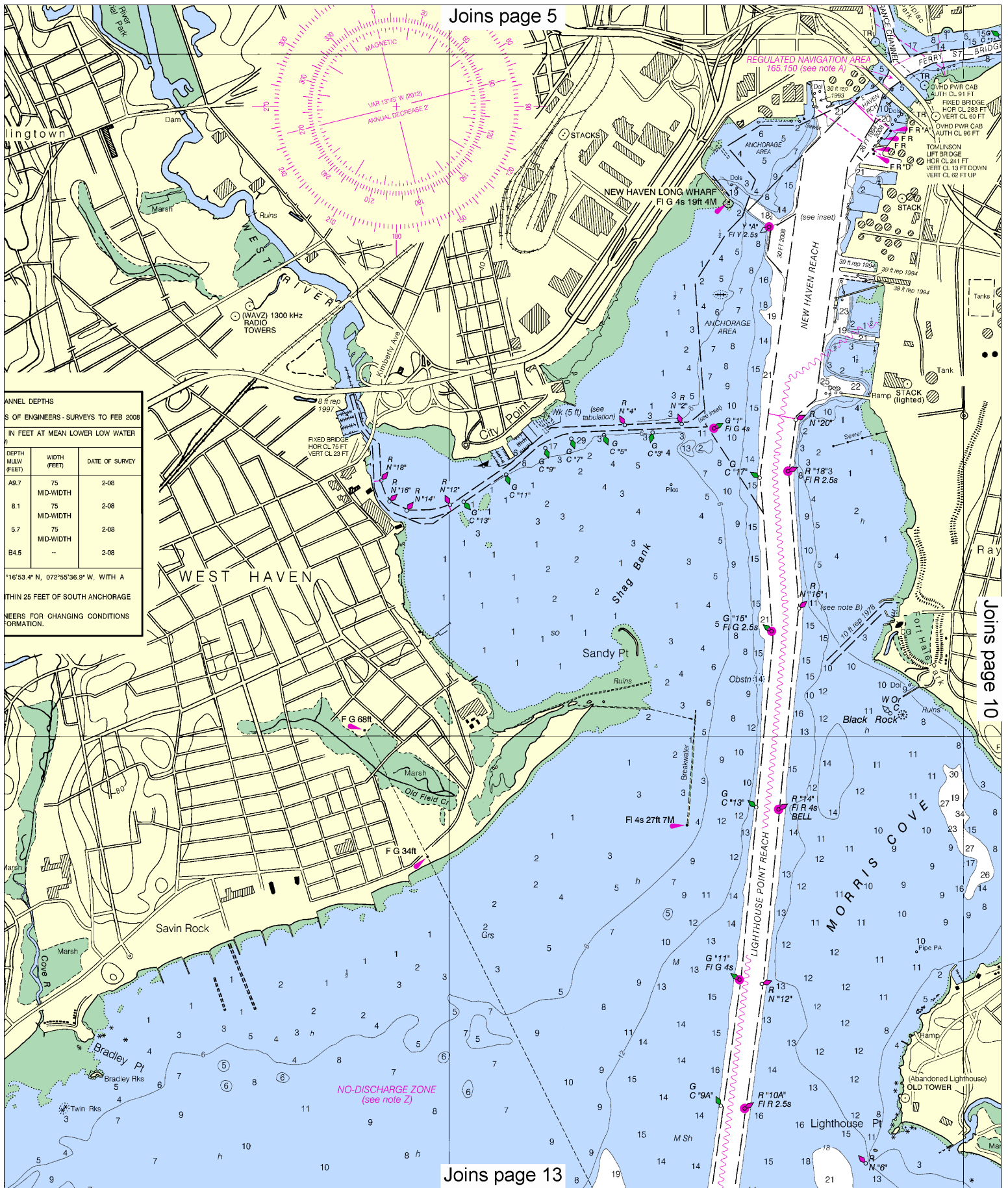
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.348" northward and 1.631" eastward to agree with this chart.

NOTE A

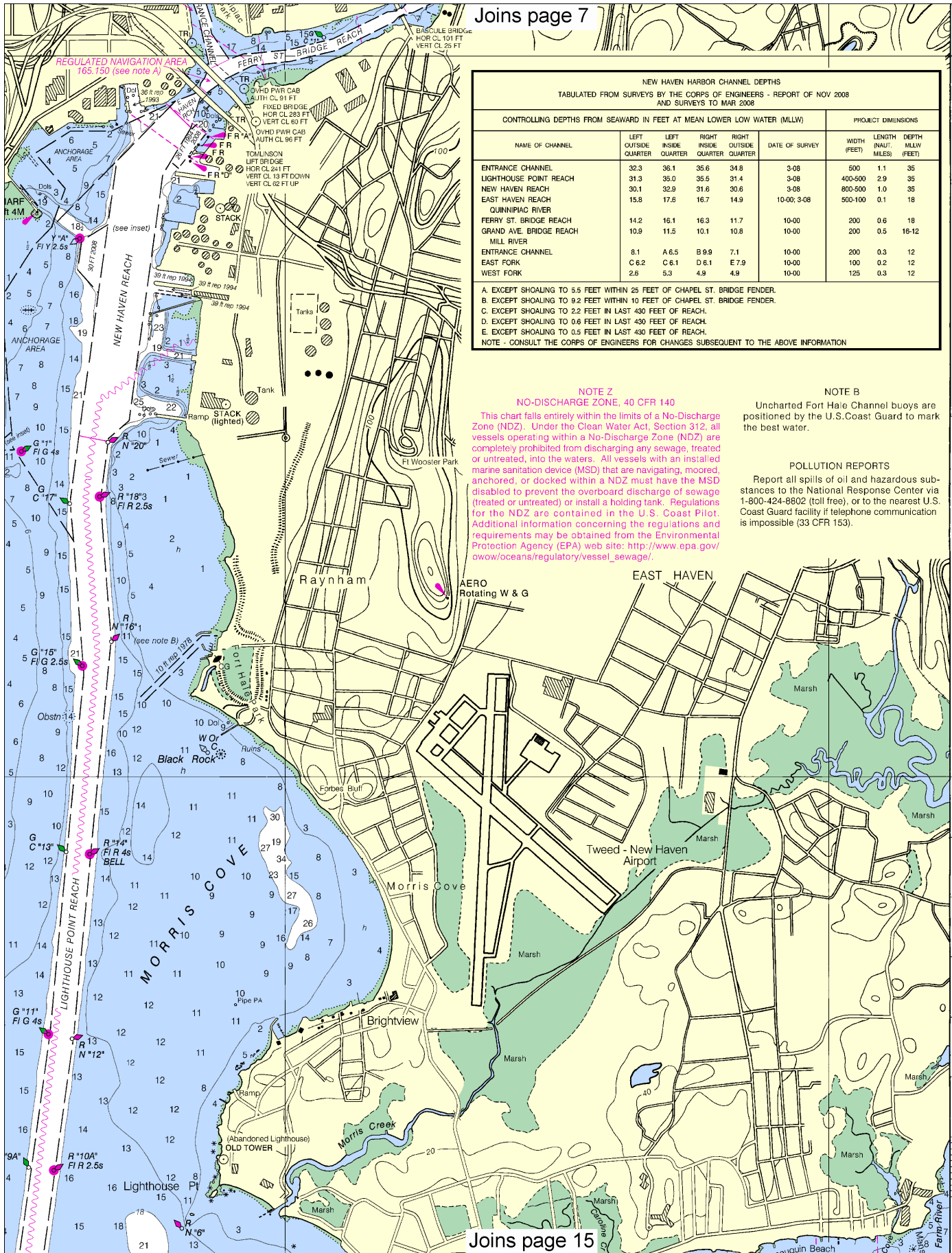
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

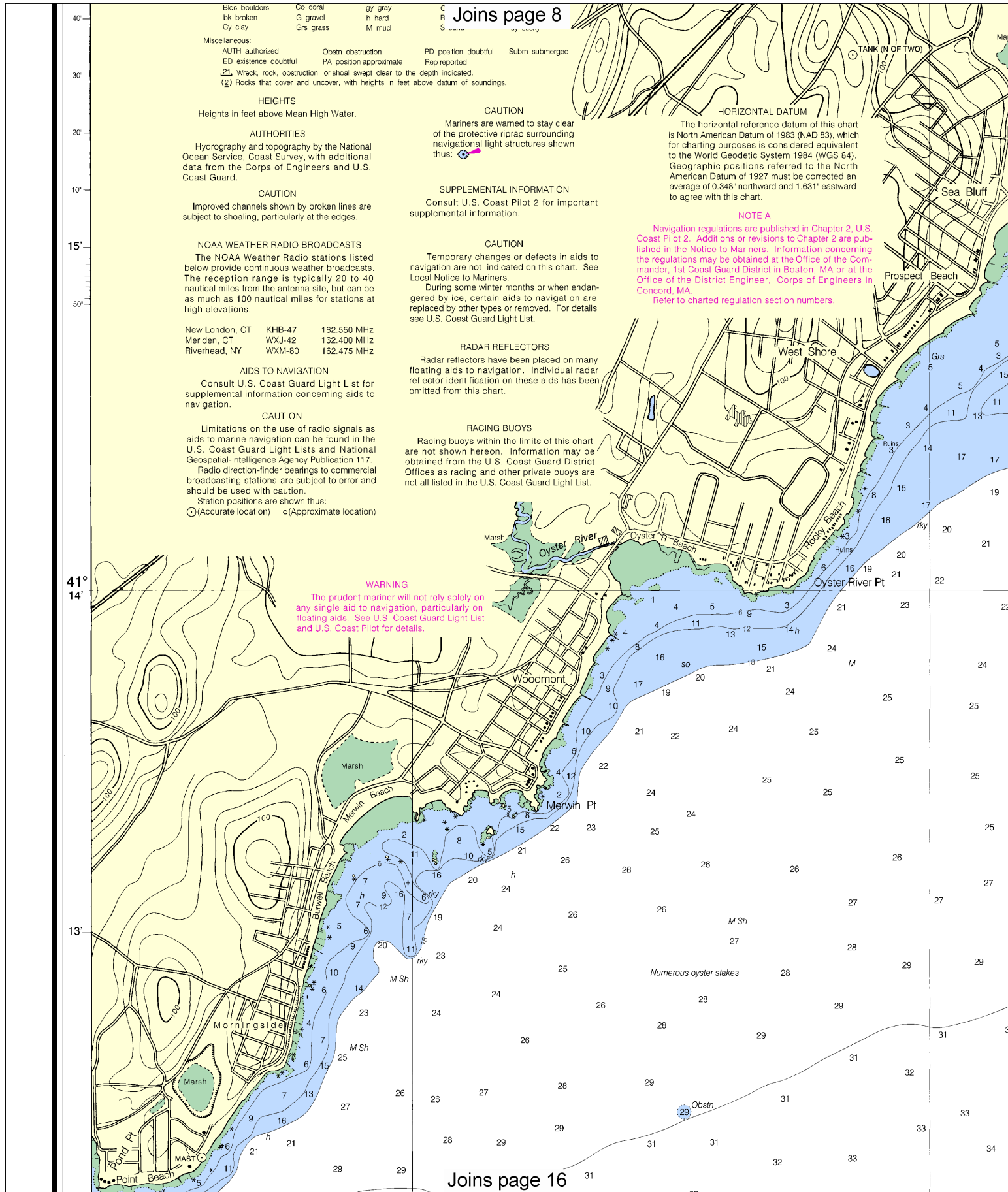
Refer to charted regulation section numbers.

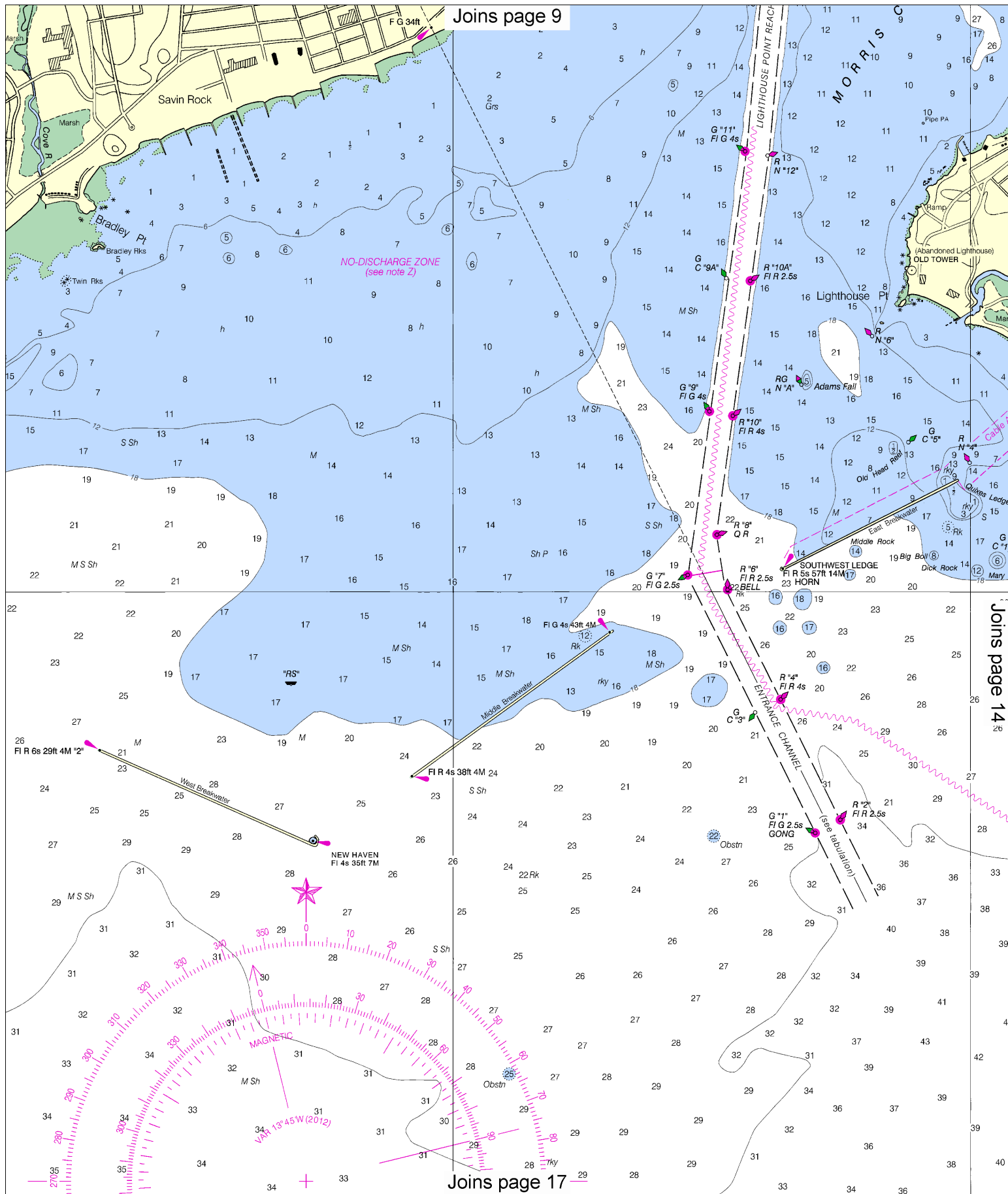


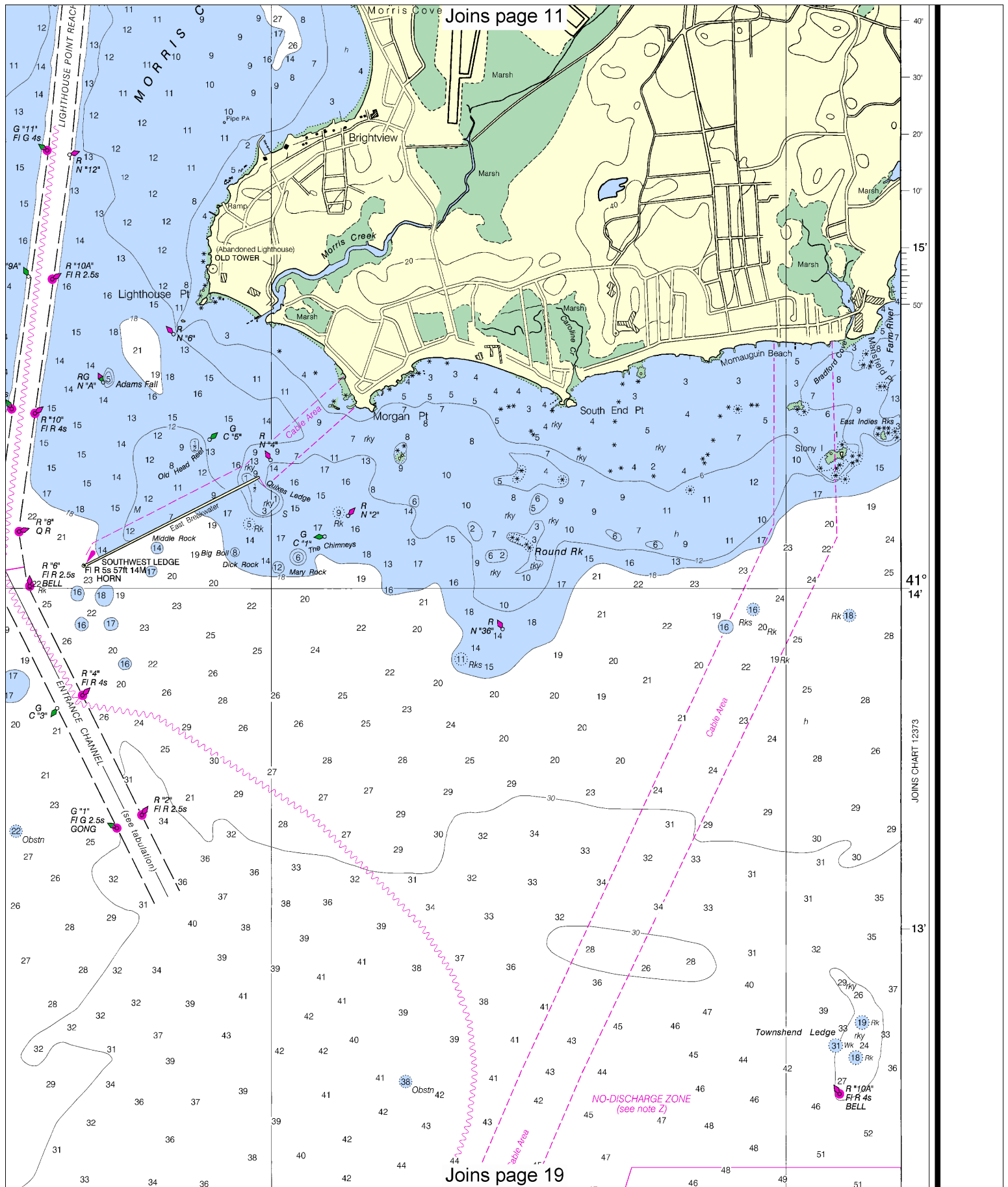




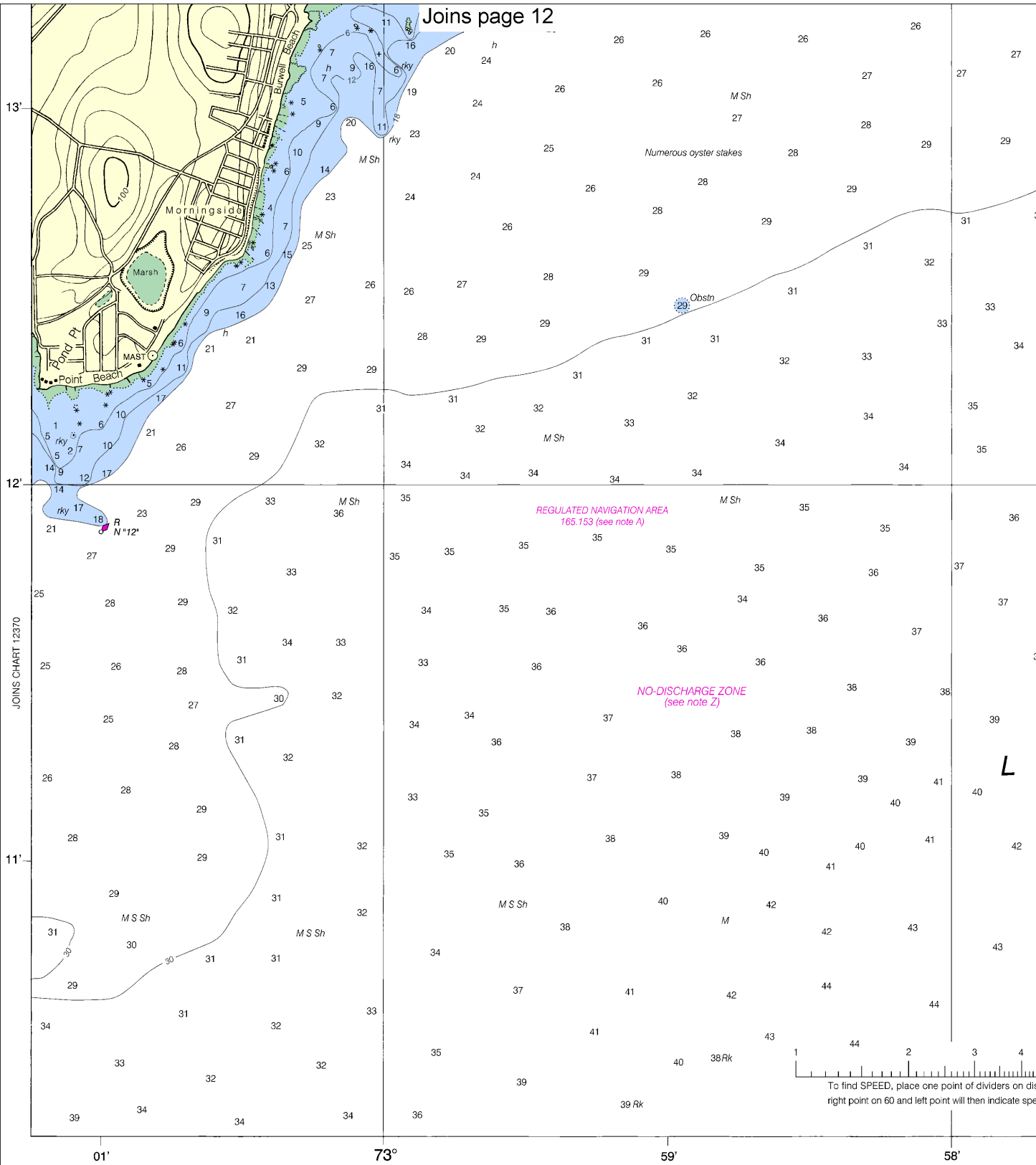








Joins page 12



25th Ed., Sep. / 12
12371

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS

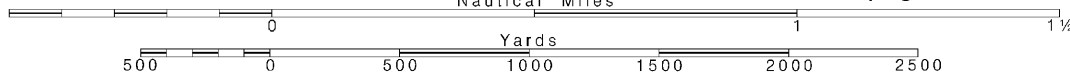
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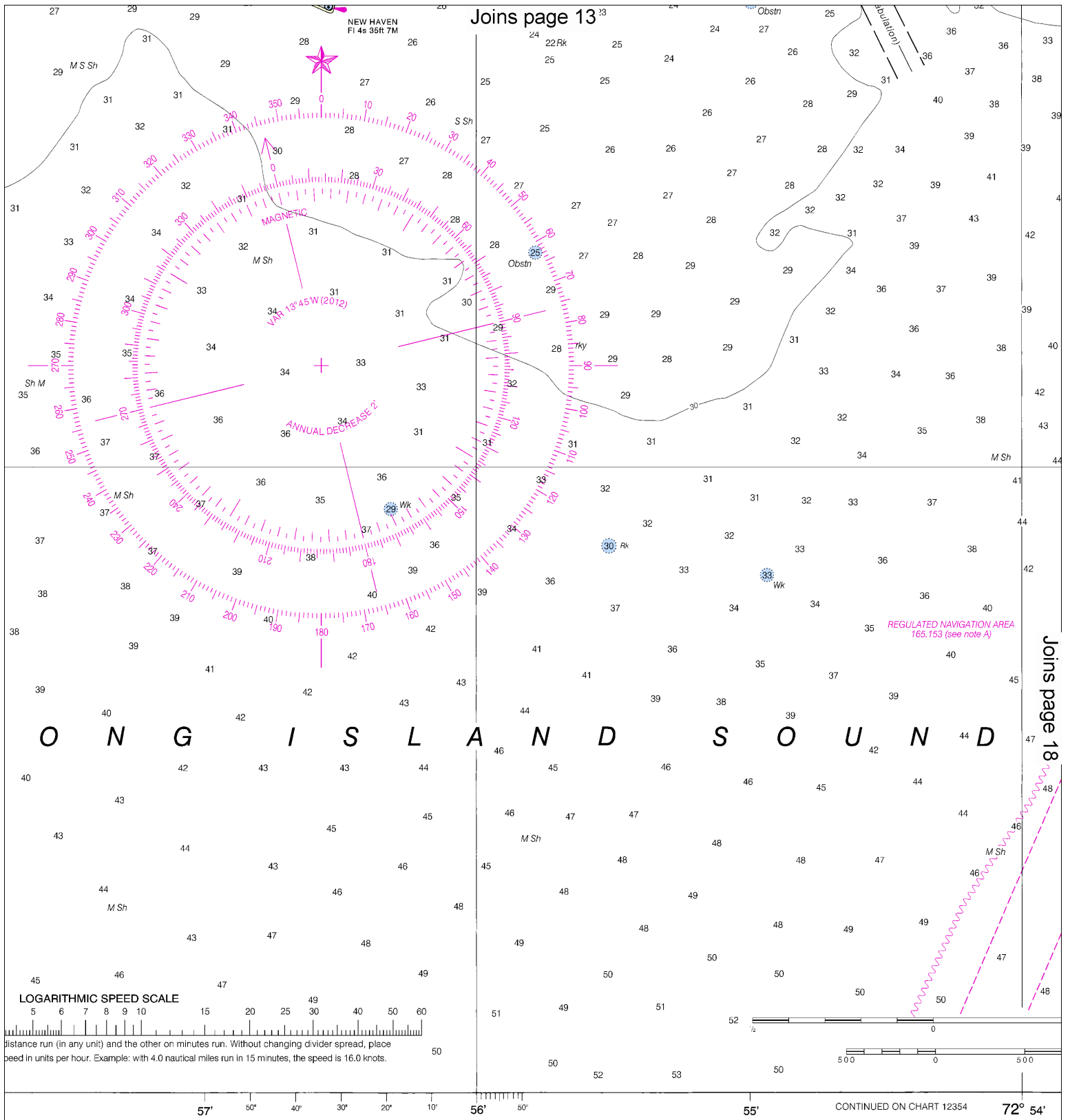
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

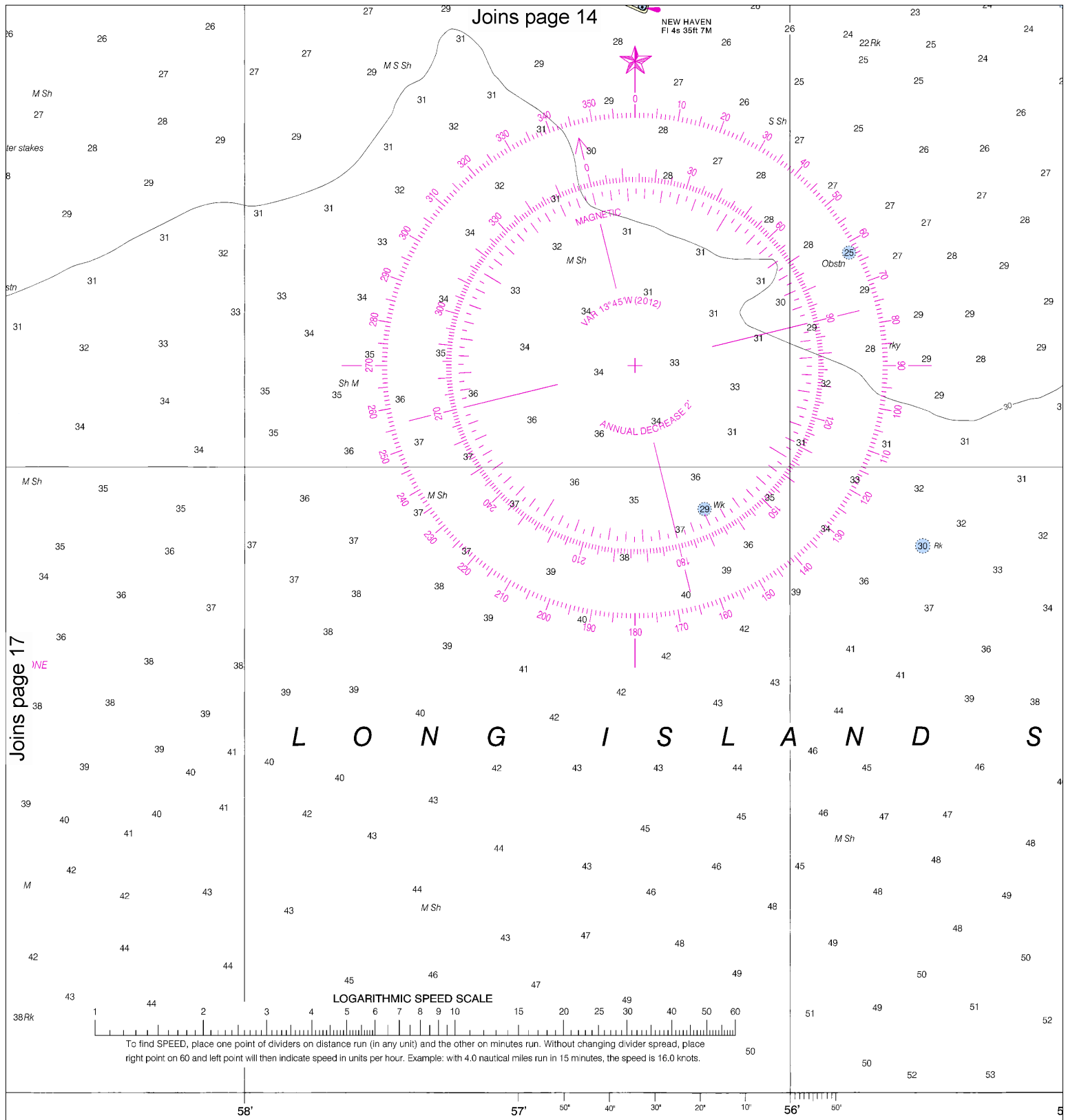




IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10



Joins page 17

Joins page 14

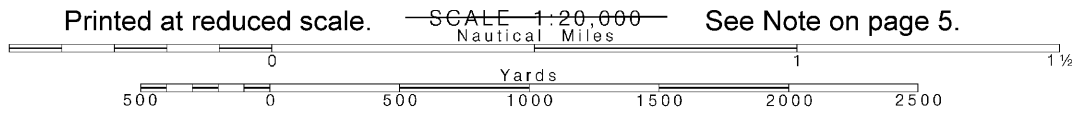
SOUNDINGS IN FEET

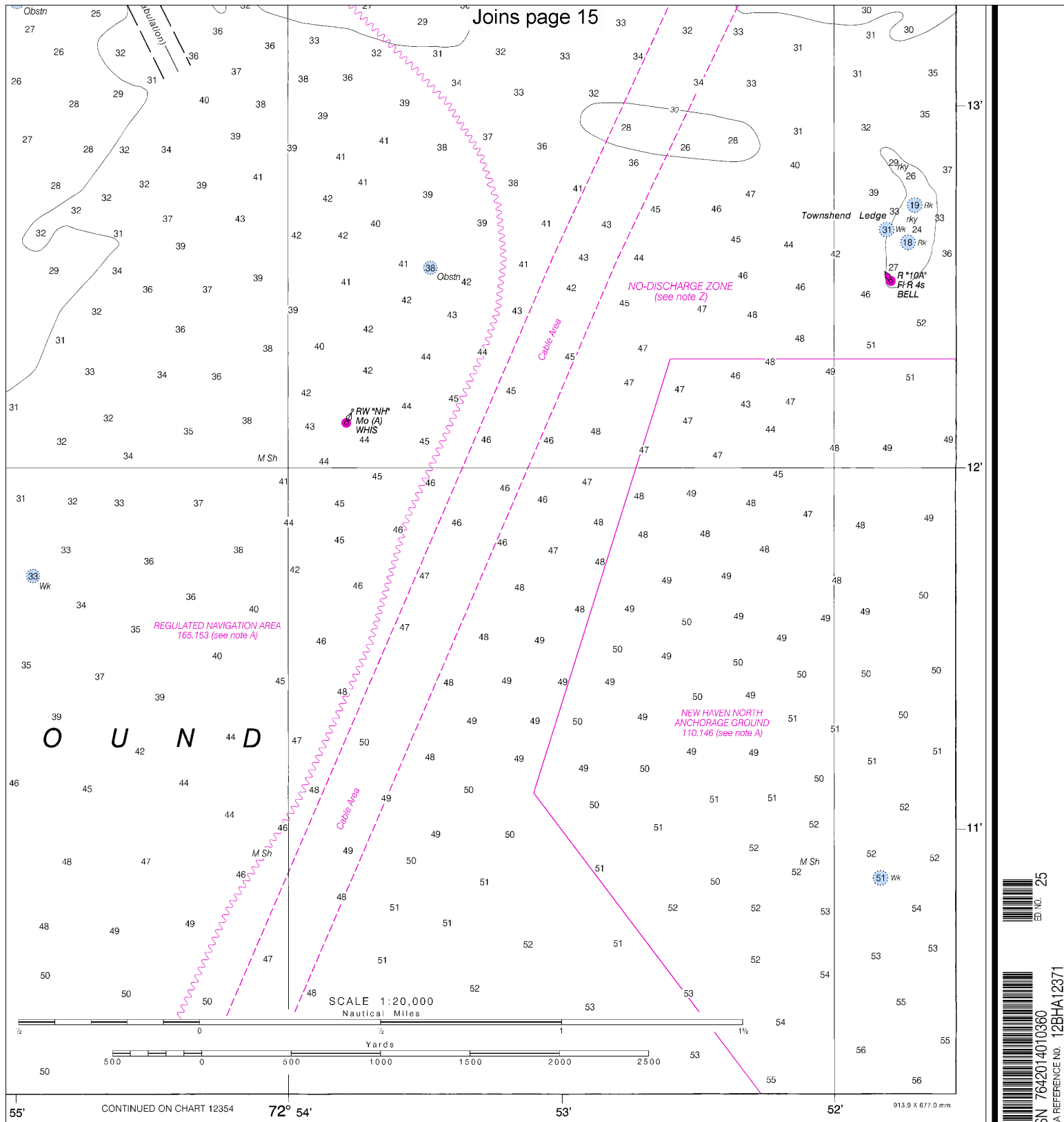
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

published
Notice to
rect to the
h Notice to
available at

18

Note: Chart grid lines are aligned with true north.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

New Haven Harbor
SOUNDINGS IN FEET - SCALE 1:20,000

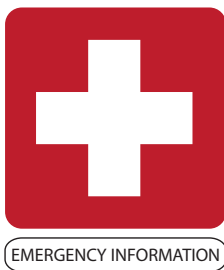
12371



ED. NO. 25



NSN 7642014010360
NGA REFERENCE NO. 12BHA12371



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

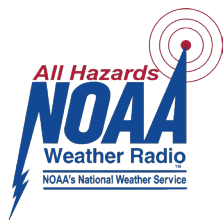
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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National Data Buoy Center	— http://www.ndbc.noaa.gov/
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